

29th Annual Report to Congress

March 2008



METROPOLITAN TRANSPORTATION COMMISSION



In Memoriam

MTC dedicates this report to the memory of Rep. Tom Lantos, who passed away on February 11, 2008. Mr. Lantos — the only Holocaust survivor to serve in Congress — represented the San Francisco Peninsula's 12th District with skill and dedication for nearly three decades.

While his contributions to human rights around the globe are legendary, he was also a friend of transportation. He was a tireless advocate for the Devil's Slide tunnel project on Highway 1. The Bay Area owes him a debt of thanks for his help in securing federal support for the BART extension to San Francisco International Airport. As a champion for this project, he made a lasting contribution to expanding mobility options for the people of the Bay Area and to travelers the world over.

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Metropolitan Transportation Commission
Legislation and Public Affairs Section

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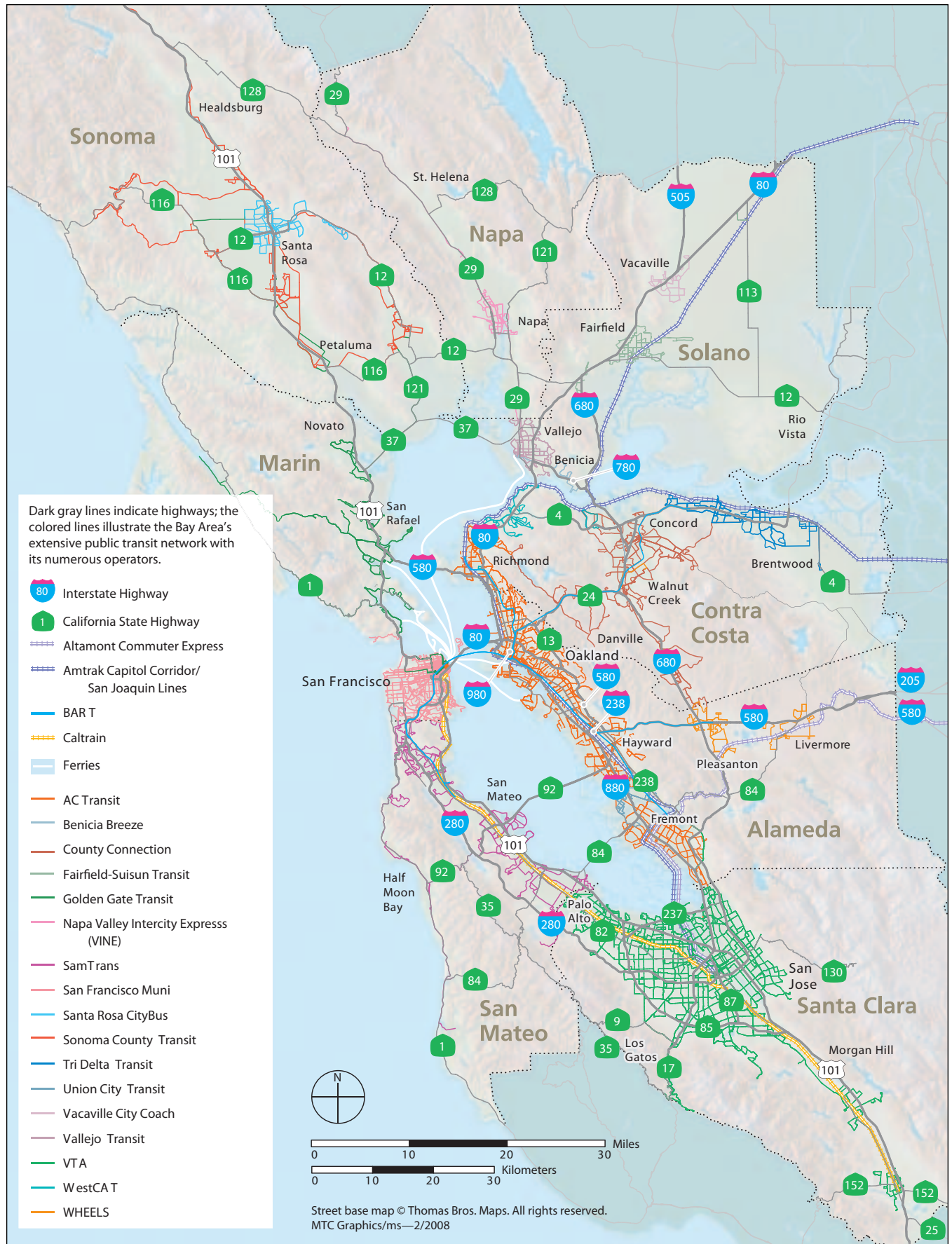


The new Benicia-Martinez Bridge, named after Congressman George Miller, opened to traffic in August 2007.

Table of Contents

4	Map of San Francisco Bay Area Transportation System
5	Letter to Our Congressional Delegation
6	Renew America's Commitment to Transportation
10	Local Funds Drive Transit Expansion Program
11	Resolution 3434: Map of Projects
12	Sustain Federal Commitment to Transit Security
13	Transportation 2035: Change in Motion
14	Californians Invest Billions to Bolster State's Infrastructure
16	California Leads Self-Help Movement
18	Toll Bridge Program Moves Into High Gear
20	Technology Delivers Improved Efficiency

San Francisco Bay Area Transportation System





**METROPOLITAN
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COMMISSION**

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March 2008

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With the recent release of the National Surface Transportation Policy and Revenue Study Commission's *Transportation for Tomorrow* report, 2008 could be a turning point for America's surface transportation policy. Created by Congress as part of the 2005 SAFETEA legislation (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the Commission is calling for bold new priorities aimed at creating and sustaining the preeminent surface transportation system in the world, along with new funding mechanisms to pay for this system. MTC looks forward to joining in the national conversation about America's transportation future, and the first portion of our report seeks to further the dialogue.

The balance of this report provides an update on Bay Area transportation as we enter the final year of the SAFETEA authorization. With your assistance last year in passing a multi-year authorization bill to implement recommendations of the 9/11 Commission, we have made some headway on the issue of transit security. This report makes a request for a 2009 appropriation for transit security to build on this momentum. In addition, our report outlines the Bay Area's fiscal year 2009 New Starts requests, urges Congress to fund Small Starts transit projects at previously authorized levels, and highlights some of MTC's recent accomplishments.

We appreciate your interest in transportation issues and your help in meeting the Bay Area's mobility challenges. We all look forward to working with you and your staff in 2008. Should you have any questions about the material in this report, or general comments, please contact any of the following people:

MTC Executive Director — Steve Heminger (510.817.5810)

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Sincerely,

Bill Dodd
Chair

Renew America's Commitment to Transportation

Transportation is high on any list of critical issues affecting your constituents. But it's not just about concrete, asphalt and steel. Transportation **is** national security, it **is** economic growth, and it **is** environmental stewardship and quality of life.

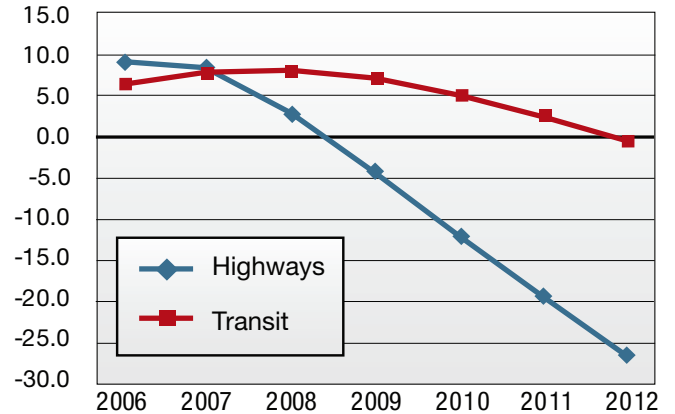
Congress recognized this fact by establishing the National Surface Transportation Policy and Revenue Study Commission as part of the SAFETEA legislation in 2005. The 12-member Commission included members appointed by the President and Congressional leaders from both sides of the aisle. Among them was MTC Executive Director Steve Heminger, appointed to the Commission by House Speaker Nancy Pelosi.

Federal Leadership in the National Interest

The National Commission's January 2008 report, entitled *Transportation for Tomorrow*, makes clear that if we are to

Projected Highway and Transit Account Balances

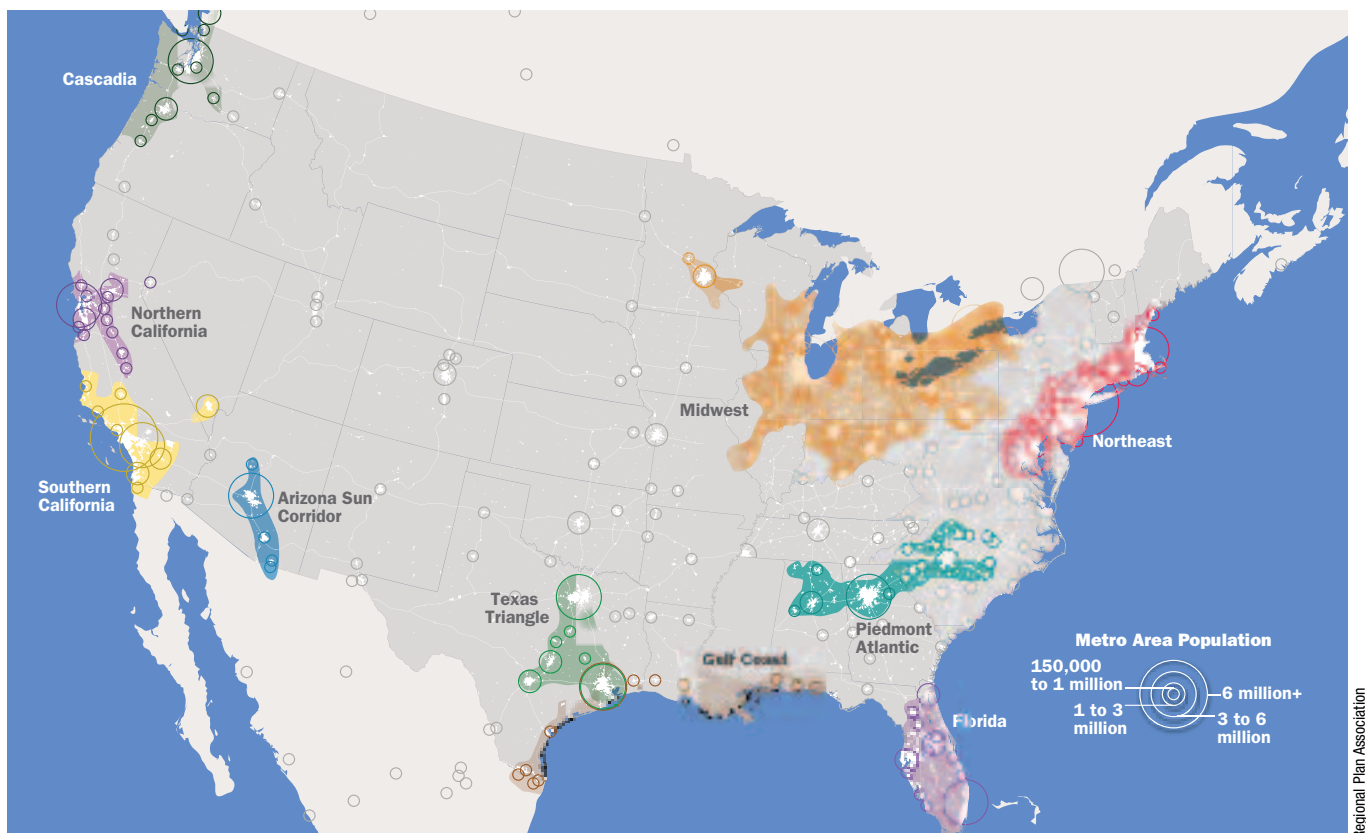
Dollars, Billions



Source: U.S. Department of the Treasury projections

This graph shows projected balances in the highway and transit accounts of the Highway Trust Fund through 2012, assuming no change in revenues or program levels.

ensure U.S. prosperity and global preeminence, we must act immediately to create and sustain the best surface trans-



The concentration of economic activity in closely linked groups of metro areas known as “megaregions” will intensify pressures on already-congested commuter and freight corridors.



The 2007 collapse of the I-35W bridge in Minneapolis spotlighted the fragile state of the nation's transportation infrastructure.

portation system in the world. Today, however, America's transportation system is poorly maintained, seriously overcrowded, excessively dangerous and woefully underfunded. With the U.S. population expected to jump by some 120 million people over the next 50 years, and most of the growth occurring in major metropolitan regions like the Bay Area, big changes clearly are needed.

One of the boldest of the National Commission's recommendations is its call to replace the 108 separate surface transportation programs with 10 all-new federal programs:

- **Rebuilding America** — to ensure good repair of highways, roads and rail facilities;
- **Global Competitiveness** — to enhance freight movement and world gateways;
- **Metropolitan Mobility** — for residents and businesses in regions with populations of one million or more;
- **Connecting America** — to improve connections to smaller cities and towns;
- **Intercity Passenger Rail** — to establish new regional networks in high-growth corridors;
- **Highway Safety** — to provide incentives for saving lives;
- **Environmental Stewardship** — to protect both human and natural environments;
- **Energy Security** — to promote development of alternative fuels;
- **Federal Lands** — to provide public access on federal property; and
- **Research & Development** — to catalyze a coherent national research program.



Congestion costs the U.S. economy more than \$75 billion each year, due to wasted fuel and workers' lost hours.

Bay Area a Working Model for National Policy Shift

The Bay Area is second only to Los Angeles with respect to highway traffic congestion nationwide. And with a high-tech economy, seaports and airports, the largest public transit system west of Chicago, and a position of national leadership on the environment, the Bay Area is poised not only to benefit from but to lead the way toward a more strategic national transportation policy.

Our region's commitment to a multimodal system that attacks traffic congestion; our use of innovative technologies to squeeze more efficiency out of the existing transportation system; and our investments to improve neighborhood livability, preserve open space and protect the environment position us well to forge a new federal transportation partnership to pursue key national priorities.

We look forward to joining in the national dialogue to craft a new transportation vision for America.

Future Generations Pay for Today's Free Ride

Decades of deferred maintenance and investment come at a price, and our children and grandchildren will ultimately foot the bill for America's crumbling infrastructure. Simply streamlining the federal transportation program will not create the world-class transportation system America needs. A new commitment to transportation — including billions of dollars of new investment — is crucial.

In the area of funding, the *Transportation for Tomorrow* report makes clear that:

- The federal government should be a full partner — with state and local governments, and the private sector — to address the looming transportation crisis.
- The U.S. will need to invest at least \$225 billion a year (from both public and private sources) for the next 50 years to upgrade and advance our existing transportation system. We spend less than 40 percent of this amount today.
- More roadway tolling will be needed, as well as new and innovative ways of funding our future system.
- The federal fuel tax should be raised — by 25 cents to 40 cents per gallon — over five years and be indexed to inflation.
- Maintenance and expansion of our freight system must encourage private investment and direct public funds to projects that allow more goods to flow across an efficient, intermodal network of trucks and trains.



A proposed network of high-occupancy/toll lanes features variable-rate tolls in which rates would be set higher at times of high congestion.



Public-private partnerships are crucial to spur completion of innovative new projects like the planned BART-Oakland Airport connector.

- We must put more emphasis on public transit and intercity passenger rail, especially in major metropolitan areas.
- Large increases in highway investment will be needed.
- Investments must be subject to cost-benefit analysis and performance-based outcomes that deliver results for taxpayers.

Bay Area in Sync With Findings

The National Commission's support for public/private partnerships, streamlined environmental review processes, removal of barriers to tolling and congestion pricing, and higher fuel taxes are echoed in several current MTC initiatives. These include:

1. support for Caltrans' use of design-build contracts to speed project delivery;
2. continuing advocacy for removal of state restrictions on public/private partnerships;
3. a planned regional high-occupancy/toll (HOT) lane network; and
4. a proposed 10-cents-per-gallon regional road-use fee.



User fees will continue to play a key role in transportation financing, according to the National Commission.



Peter Beeler

Public transit accounts for 63 percent of all Bay Area transportation investments.

Growth Trends Sharpen Focus on Cities

Because U.S. economic growth will be concentrated in major metropolitan regions like the Bay Area, the National Commission's call to direct more federal transportation dollars to urban areas is wise policy. Also, strategies to shift more trips to public transit and intercity rail travel should play a large role in any efforts to restore mobility in these congested areas.

In the Bay Area, 63 percent of all transportation funds — from federal, state, local and regional sources — now go to public transit maintenance, operations or expansion. To squeeze more mileage from the existing highway network, cost-effective freeway improvements such as traveler infor-



Eurostar

California voters will decide in November 2008 on a bond measure to finance a statewide system of high-speed trains like those now in service in Europe and Japan.

mation programs, incident management and traffic operations also are critical.

Major improvements also must be made to key goods movement corridors — such as the highways and railroads leading to and from the Port of Oakland — to sustain American businesses' ability to compete in the global marketplace.

A strong, safe, reliable transportation system is crucial for the nation's continued economic vitality and the quality of life for all Americans. The National Commission has not only charted a new course, but provided a solid road map to follow.



Peter Beeler

The Port of Oakland is a vital gateway for exporting American goods. The nation's economic well-being depends on improved highway and rail access to and from the port.

Local Funds Drive Transit Expansion Program

Fiscal Year 2009 New Starts/Small Starts Funding Requests

The San Francisco Bay Area's public transit expansion program (Resolution 3434) is a multifaceted, long-term strategy funded with local, state and federal dollars. Bay Area transportation agencies have forged a consensus to prioritize federal funding from the New Starts and Small Starts programs for a select number of rail and bus projects that are especially crucial to regional mobility. Each of the projects described below enjoys strong local financial backing and the solid support of the Metropolitan Transportation Commission. We seek two specific appropriations in the fiscal year 2009 transportation appropriations bill.

> San Francisco Third Street Light-Rail Phase 2/Central Subway: \$10 million

For fiscal year 2009, MTC supports the San Francisco Municipal Transportation Agency's (SFMTA) request for \$10 million in New Starts funds for preliminary engineering efforts. The Central Subway is Phase 2 of SFMTA's



Peter Deeler

Muni light-rail vehicle in Mission Bay, part of Third Street extension



AC Transit Rapid Bus

Third Street Light-Rail Project, which opened for service in April 2007. The Central Subway is in preliminary engineering and anticipates a record of decision (ROD) on its supplemental environmental impact report from the Federal Transit Administration (FTA) in fall 2008.

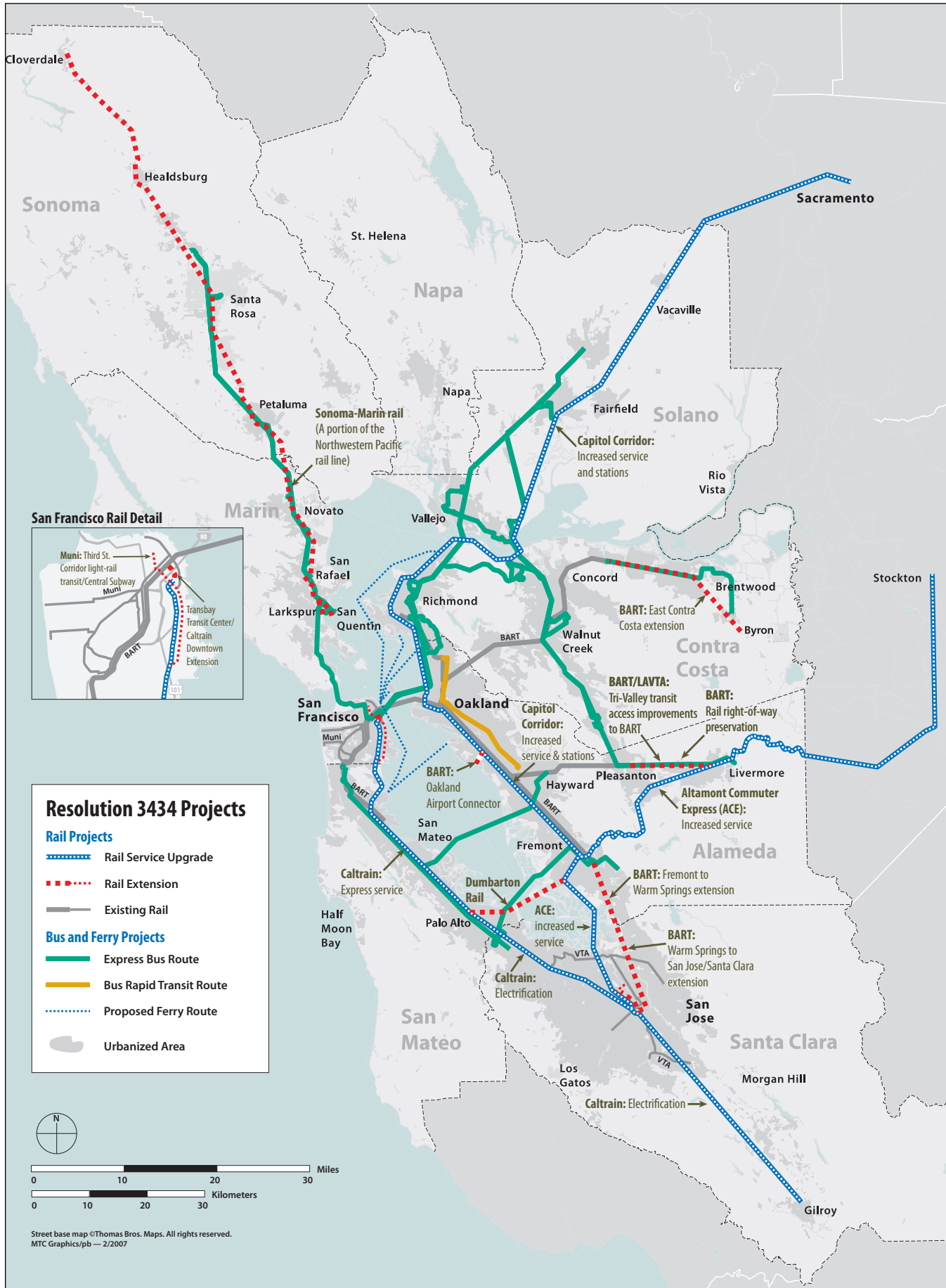
> AC Transit Bus Rapid Transit Project: \$15 million

MTC urges Congress to appropriate new Small Starts funding at the \$200 million level authorized in SAFETEA. In particular, we support the inclusion of \$15 million for the Alameda-Contra Costa Transit District's (AC Transit) East 14th Street/International Blvd./Telegraph Ave. Bus Rapid Transit project. AC Transit, working with its local and regional partners, is already implementing improvements along rapid bus corridors. This request will build upon these successes to enhance operations in a crowded urban corridor, thereby reducing commute times and improving travel options. AC Transit will submit its application to FTA this spring and is anticipating a ROD shortly thereafter.

Silicon Valley BART Extension

MTC continues to support the Bay Area Rapid Transit (BART) extension to Silicon Valley, a 16-mile heavy rail expansion through the cities of Milpitas and San Jose to Santa Clara. This project is advancing with local and state funds toward a federal ROD in mid 2009. Future New Starts funding requests for final design and construction are expected beginning in fiscal year 2010.

MTC Resolution 3434: Map of Projects



Sustain Federal Commitment to Transit Security



Noah Berger

Golden Gate Transit buses and ferries transport thousands of passengers each day between San Francisco and the North Bay.

Each workday, some 14 million people nationwide ride public transit. This is nearly eight times more than the number of passengers on commercial airlines. Yet from 2002 through 2005, federal investment in transit security totaled just \$250 million, an amount equalling a mere 1.4 percent of the \$18 billion invested in aviation security. Californians, by passing Proposition 1B in November 2006, have committed \$1 billion to transit security. MTC seeks a federal match for this investment.

Transit Security and Disaster Preparedness Go Hand in Hand

American transit systems — many formed more than a century ago — are vulnerable to myriad perils, both natural and man-made. Federal leadership is needed to:

- provide stable, low-cost financing to help transit agencies protect and strengthen critical facilities and communications systems, and to meet preparedness mandates; and

- define radio communications interoperability standards and provide adequate spectrum (bandwidth) for public safety.

2009 Appropriations Request: \$750 Million

MTC commends Congress for authorizing \$3.4 billion for public transportation security assistance last year as part of the 9/11 Commission implementation legislation. To ensure timely progress, we seek an appropriation of \$750 million for the nation's transit operators for fiscal year 2009. Regrettably, the Bush administration's 2009 proposal is only \$175 million — \$225 million less than the \$400 million appropriated by Congress for transit security in 2008.

These funds are for capital investments, such as security cameras and communications equipment, and for operational improvements, including security training for transit employees and public awareness campaigns. To maximize the effectiveness of federal investment in transit security, funds should be distributed according to security assessments and priorities, as determined by the Department of Homeland Security, and with input from public transportation agencies.

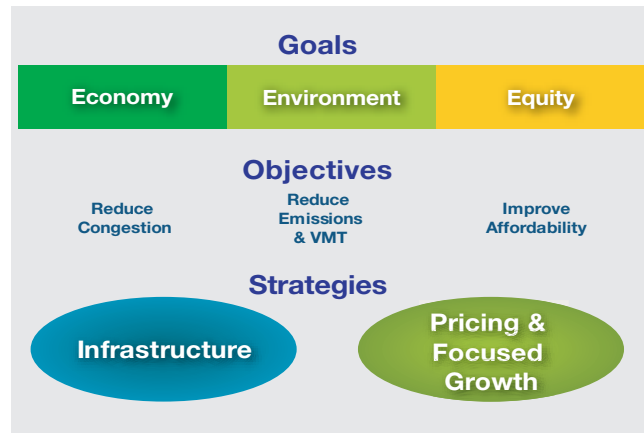
Transportation 2035: Change in Motion

MTC, working in conjunction with other regional agencies, is now updating its regional transportation plan for the Bay Area. Known as Transportation 2035: Change in Motion, the new plan will detail a comprehensive strategy to not only protect our existing transportation assets but also to accommodate future growth, alleviate congestion, reduce pollution and ensure mobility for all Bay Area residents, regardless of income.

MTC is using the following benchmarks to develop a new performance-driven plan that is designed to meet new statutory requirements and help achieve ambitious goals:

- Reduce per-capita hours of traffic delay
- Cut greenhouse gas emissions to below 1990 levels, consistent with groundbreaking state legislation
- Reduce airborne particles that affect public health
- Reduce daily per-capita vehicle miles traveled (VMT)
- Decrease the share of low-income and lower middle-income households' earnings consumed by transportation and housing costs

TRANSPORTATION 2035 CHANGE IN MOTION



Infrastructure expansion alone will not achieve these objectives. Aggressive pricing and land-use policies can help the Bay Area make greater progress towards meeting the targets. However, gaps remain and these underscore the real challenges we face. Finding the right balance, and determining what new authority and what new partnerships may be required, will be crucial as the final Transportation 2035 Plan takes shape during the year ahead.



A capacity crowd attended the Bay Area on the Move conference co-sponsored by MTC and the Association of Bay Area Governments (ABAG), which kicked off the Transportation 2035 planning process in October 2007.

© Lawrence Migdale

Californians Invest Billions to Bolster State's Infrastructure

The \$19.9 billion transportation infrastructure bond approved by California voters as Proposition 1B in November 2006 will deliver tremendous benefits throughout the Bay Area. Over the next 10 years, MTC expects the bond to provide more than \$4 billion to improve the region's highways, public transit systems, and local streets and roads. Bond proceeds will not come close to meeting all the Bay Area's transportation needs, but the funding represents an important down payment and begins to reverse decades of neglect.



John Huseby, Caltrans

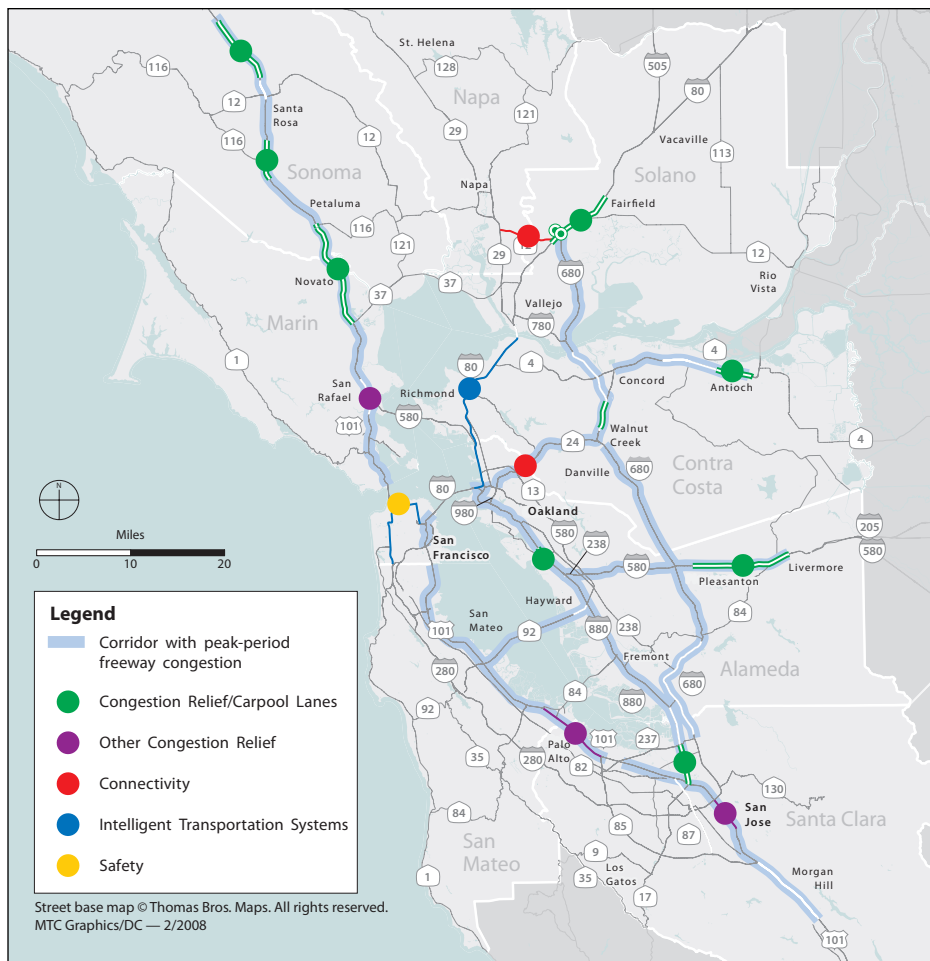
Long commute times are the norm for travelers on the region's most congested freeway, Interstate 80 in Alameda County.

Highway Infrastructure

The \$4.5 billion Corridor Mobility Improvement Account for highways was the first installment of funds

from the \$19.9 billion transportation infrastructure bond. The program includes nearly \$1.3 billion in Bay Area projects, plus an additional commitment of \$405 million through the State Highway Operations and Protection Program (SHOPP) for replacement of Doyle Drive in San Francisco. This brings the total amount programmed for Bay Area transportation projects to roughly \$1.7 billion (see map, this page).

Approved Highway Projects for Proposition 1B Funding



Regional Transit Program

Proposition 1B directed \$3.6 billion toward transit improvements, including about \$1.3 billion for projects in the Bay Area. Of this, roughly \$1 billion is distributed directly to Bay Area transit operators, and about \$347 million is anticipated to come directly to MTC through statutorily defined formulas. In June 2007, MTC

adopted a \$419 million transit program using \$347 million in Proposition 1B funds combined with uncommitted state transit funding. The program expands MTC's Lifeline commitment to low-income communities, invests in transit projects in the region's urban core, and provides funding for ridership growth on smaller transit systems.

Northern California Goods Movement

Proposition 1B included more than \$3 billion for goods movement programs, including a \$2 billion Trade Corridor Improvement Fund. MTC partnered with the

Sacramento region and the San Joaquin Valley on a comprehensive Northern California trade proposal that is being considered by the California Transportation Commission for adoption in April 2008. The package includes two Bay Area corridors: Interstate 80 and Interstates 880/238/580 (see map this page). Investment in these corridors ensures the future viability and growth of the Port of Oakland as a trade gateway for both imports and exports, and strengthens the economic ties between the Bay Area and the Central Valley.

Northern California Trade Corridor Improvement Projects



California Leads Self-Help Movement

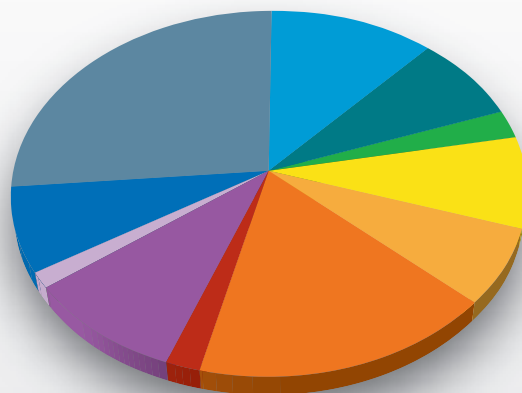
Local Funds: The Lifeblood of Transportation Finance

For decades, sales taxes, bridge tolls and other local revenues in California have played a critical role in transportation finance. Currently 19 counties (representing 85 percent of the Golden State's population) have passed local sales taxes, and Bay Area voters have twice approved bridge toll increases to finance transportation improvements. Given the reluctance of lawmakers in both Sacramento and Washington to increase transportation revenues, these local initiatives often are the only way to fund much-needed improvements.

This self-help approach to transportation finance is especially strong in the Bay Area. In addition to the region's bridge tolls, many counties (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma) have special transportation and transit taxes. The graph below (left) illustrates that the revenues from these self-help measures far

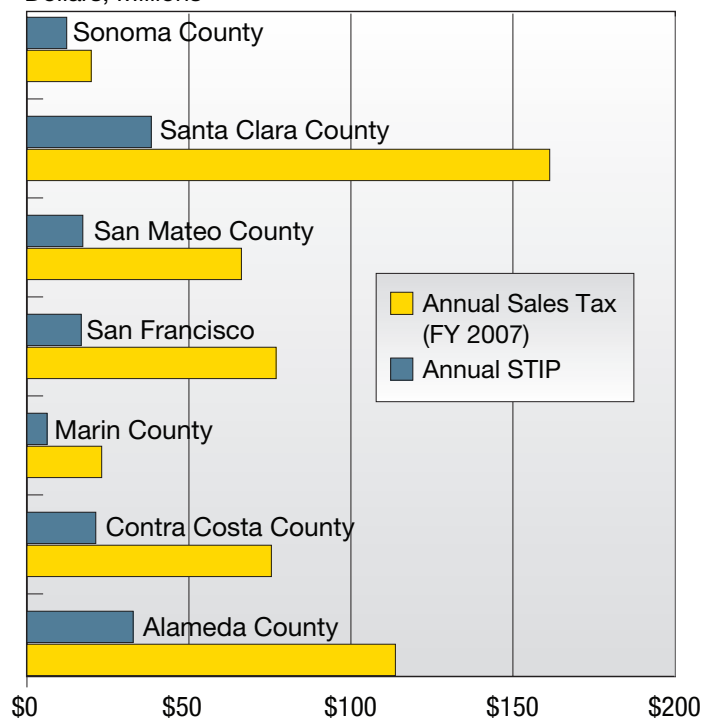
Bay Area Transportation Revenues From Local Sources, FY 2007

Dollars, Millions



Annual Funding from 2006 STIP vs. Sales Tax*

Dollars, Millions



Includes temporary half-cent transportation sales taxes only.

Source: MTC

Half-Cent Transportation Sales Taxes

- **\$114** Alameda County
- **\$ 76** Contra Costa County
- **\$ 23** Marin County
- **\$ 77** San Francisco City/County
- **\$ 66** San Mateo County
- **\$161** Santa Clara County
- **\$ 20** Sonoma County

Other Local Sources

- **\$89** AC Transit & BART Property Taxes
- **\$14** AC Transit Parcel Tax
- **\$72** BART Seismic Tax
- **\$253** Voter-Approved Bridge Tolls

TOTAL: \$965 million

Source: Sales tax authorities, transit operators and Bay Area Toll Authority

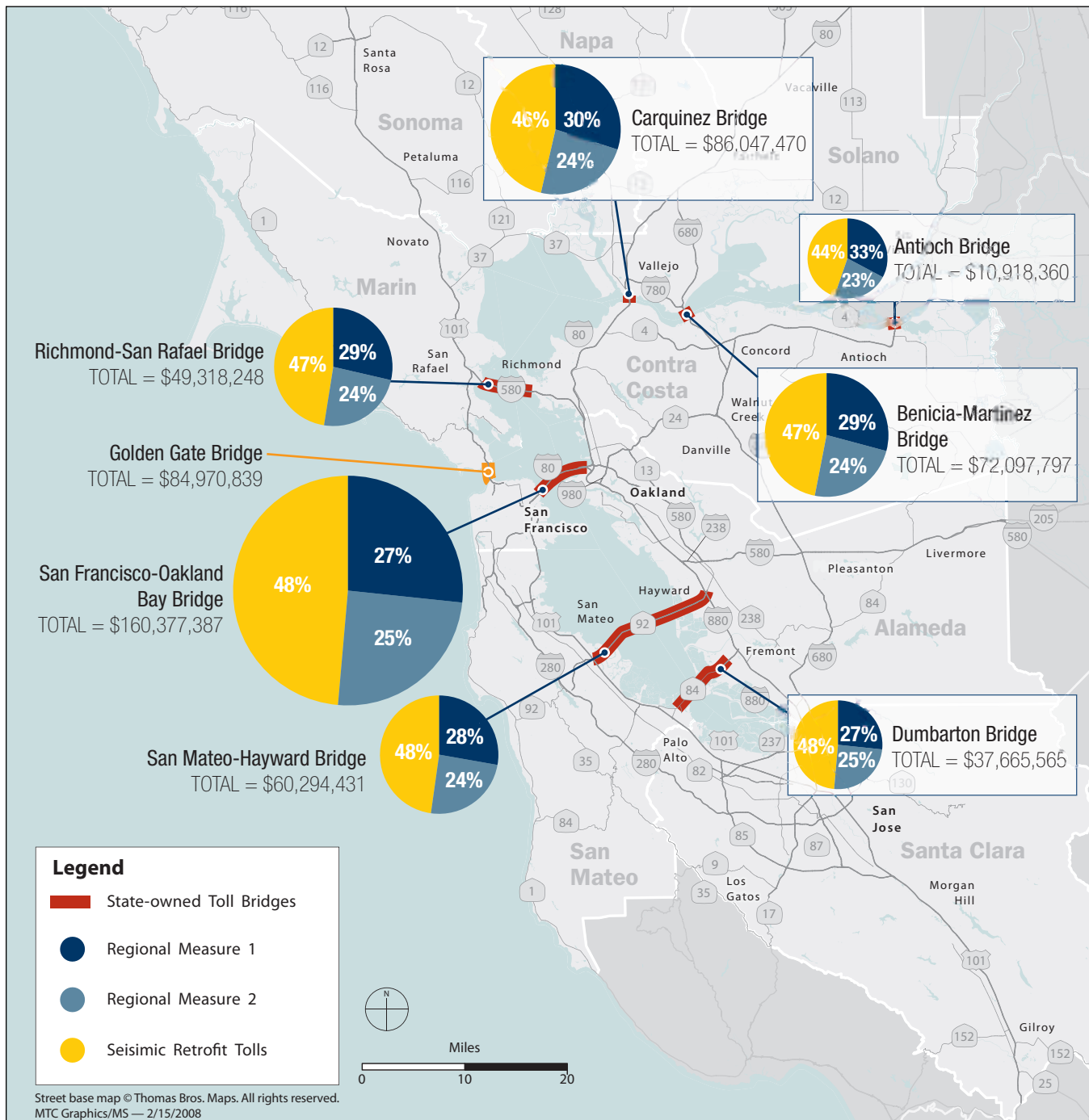
outstrip annual funds made available from the State Transportation Improvement Program (STIP), which is funded primarily from state and federal revenues.

Local Tolls, Property Taxes Play Increasingly Important Role

In addition to approving sales tax increases, Bay Area voters have on two occasions agreed to raise bridge tolls to fund needed transportation improvements. While Regional

Measure 1 (1998) focused largely on non-seismic bridge and highway improvements, Regional Measure 2 (2004) funds a large number of transit improvements in the bridge corridors as well as congestion-relief projects. Voters also have approved property and parcel taxes for two Bay Area transit agencies — the Alameda-Contra Costa Transit District (AC Transit) and the San Francisco Bay Area Rapid Transit District (BART).

San Francisco Bay Area Bridge Tolls — 2007 Revenues



Toll Bridge Program Moves Into High Gear

Congressman George Miller Bridge (New Benicia-Martinez Bridge)

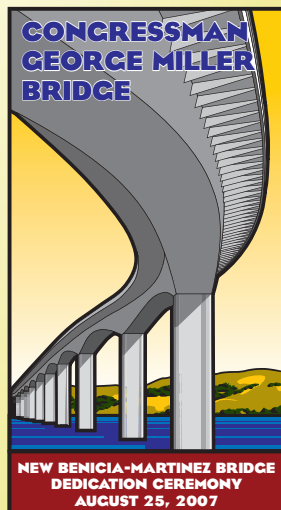


John Huseby, Caltrans

The opening of the new Congressman George Miller Bridge in August 2007 has transformed

the commute between Contra Costa and Solano counties, eliminating the evening traffic backups that regularly stretched for miles along northbound Interstate 680, and ushering in a new era of driving convenience with the Bay Area debut of FasTrak® Express. With two “open-road” tolling lanes on the left side of the toll plaza that allow cars equipped with electronic toll tags to breeze through at highway speeds, FasTrak Express boosts vehicle throughput by 50 percent over conventional FasTrak-only lanes, where motorists are required to slow to 25 mph.

Funded through the voter-approved Regional Measure 1 toll program administered by MTC acting as the Bay Area Toll Authority (BATA), the 1.2-mile Congressman George Miller Bridge carries five lanes of northbound I-680 traffic between Martinez and Benicia. Over the next two years, Caltrans will reconfigure the original 1962 bridge (named for Rep. Miller’s father, George Miller, Jr., who served in the California Legislature from 1947 to 1969) to handle four lanes of southbound traffic, along with full shoulders and a bicycle/pedestrian path that will be a key link in the Bay Trail.



Labor Day Triumph for Key Project

Building on the financial foundation and oversight structure established by the state Legislature in 2005, the Bay Area’s crucial toll bridge seismic retrofit program is moving full-speed ahead. Just days after the opening of the Congressman George Miller Bridge, the spotlight shifted to the San Francisco-Oakland Bay Bridge, where the first section of the new East Span to accommodate vehicle traffic was rolled into place near the Yerba Buena Island tunnel during a dramatic demolition-and-replacement operation over the Labor Day weekend. The roll-in was completed 11 hours early, and a coordinated public outreach effort by BATA and Caltrans — plus outstanding work by contractor C.C. Myers, the California Highway Patrol, local police departments and myriad transit operators — kept regional traffic impacts to a minimum.



© Barrie Rokeach, www.rokeachphoto.com

Deck segment being moved into place on Yerba Buena Island for new Bay Bridge East Span, Labor Day, 2007

Skyway Completed, West Approach Ahead of Schedule

Elsewhere on the new Bay Bridge East Span, the 1.3-mile Skyway section is now complete, and the foundation for the dramatic Self-Anchored Suspension (SAS) portion of the new bridge was completed in January 2008, 80 days ahead of schedule. Truly a global enterprise, parts of the new span are being fabricated in China, Korea and the United Kingdom, as well as around the United States.

In San Francisco, the retrofit-by-replacement of the mile-long Bay Bridge West Approach — a delicate operation that involves swapping the old and seismically vulnerable structure for a modern, earthquake-safe freeway — has moved ahead of schedule and will be largely complete this spring, when eastbound traffic moves onto a brand new roadway.



Caltrans

The newly completed marine foundation for the new East Span's signature tower.



Noah Berger

San Francisco-Oakland Bay Bridge Skyway

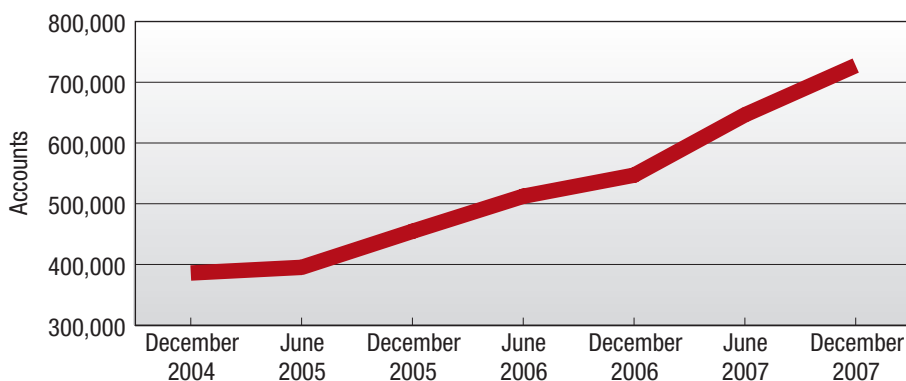
Bay Area Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Under Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Under Construction
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Completed
San Mateo-Hayward Bridge Seismic Retrofit	Completed
Richmond-San Rafael Bridge Seismic Retrofit	Completed
Eastbound Carquinez Bridge Seismic Retrofit	Completed
Benicia-Martinez Bridge Seismic Retrofit	Completed

Technology Delivers Improved Efficiency

More Drivers Make the Move to FasTrak®

Bay Area drivers are shifting to FasTrak® in record numbers. Enrollment in the popular electronic toll collection system administered by BATA swelled by over 30 percent in 2007 to more than 725,000 accounts. By eliminating the need to stop and pay cash, the FasTrak payoff is twofold: reduced congestion at the toll plazas and reduced emissions from idling vehicles. During peak periods, about half of all Bay Area drivers now pay their tolls with FasTrak.

Growth in FasTrak® Enrollment, 2004–07



Source: Bay Area Toll Authority

511: Bay Area Sets Standard for Rest of Nation

MTC's 511 traveler information system continues to be a hit with Bay Area travelers, generating more than 450,000 phone calls and more than two million Web visits each month.

With a range of features unequalled by 511 systems anywhere else in the country, the Bay Area's award-winning service provides current, on-demand information 24/7 — via phone or Web — on traffic conditions; transit routes, schedules and fares; and carpooling and bicycling options.



Open-road tolling at Congressman George Miller Bridge

TransLink® Finally Takes Off

Full-scale rollout of the Bay Area's TransLink® system — the most sophisticated transit-fare smart-card program in the U.S. — kicked off in September 2007 with passengers using their distinctive green cards on all AC Transit, Dumbarton Express and Golden Gate Transit bus and ferry routes. TransLink will go truly regional later in 2008, when BART, Caltrain and San Francisco Muni are scheduled to begin accepting the card on all routes.

TransLink stores value in the form of electronic cash and transit passes. To pay a fare, riders simply touch the card to a reader installed on the transit vehicle or at a station entrance, and the correct fare — including any appropriate discounts — is automatically deducted. Customers can order TransLink cards (and add value to them) online, by phone or by mail. Cards also are available at agency ticket offices and at more than 100 retail locations.



The TransLink® smart card can now be used on all Golden Gate Transit and AC Transit vehicles.

Michele Hoffert

John Huseby, Caltrans

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Airports and Seaports

Port of Oakland
Omar Benjamin 510.627.1339, x 1210

Livermore Municipal Airport
Leander Hauri 925.373.5280

Regional Agencies

Association of Bay Area Governments
Henry Gardner 510.464.7910

Bay Area Air Quality Management District
Jack Broadbent 415.749.5052

Metropolitan Transportation Commission
Steve Heminger 510.817.5810

San Francisco Bay Conservation & Development Commission
Will Travis 415.352.3653

Transbay Joint Powers Authority
Maria Ayerdi 415.597.4620

Congestion Management Agencies

Alameda County Congestion Management Agency
Dennis Fay 510.836.2560

Contra Costa Transportation Authority
Robert McCleary 925.256.4724

Transportation Authority of Marin
Dianne Steinhauer 415.507.2680

Napa County Transportation Planning Agency
Jim Leddy 707.259.8634

San Francisco County Transportation Authority
José Luis Moscovich 415.522.4803

City/County Association of Governments of San Mateo County
Richard Napier 650.599.1420

Santa Clara Valley Transportation Authority
John Ristow 408.321.5713

Solano Transportation Authority
Daryl Halls 707.424.6007

Sonoma County Transportation Authority
Suzanne Smith 707.565.5373

Public Works Directors

City of San Jose
Jim Helmer 408.535.3830

County of Sonoma
Phillip Demery 707.565.2231

County of Alameda
Daniel Woldesenbet 510.670.5455

City of San Mateo
Larry Patterson 650.522.7303

State Agencies

California Air Resources Board
James Goldstone 916.445.4383

California Highway Patrol, Golden Gate Division
Cathy Sulinsky 707.648.4180

California Transportation Commission
John Barna 916.654.4245

Caltrans District 4
Bijan Sartipi 510.286.5900

Federal Agencies

Environmental Protection Agency, Region 9
Wayne Nastri 415.947.8702

Federal Highway Administration, California Division
Gene K. Fong 916.498.5014

Federal Transit Administration, Region 9
Leslie Rogers 415.744.3133

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